

# **EXECUTIVE SUMMARY**

## **AIRCRAFT ACCIDENT INVESTIGATION**

**C-17A, T/N 60002**  
**BAGRAM AIR BASE, AFGHANISTAN**  
**30 JANUARY 2009**

On 30 January 2009, at 2215 local time (L), a C-17A aircraft, tail number 60002, landed at Bagram Air Base (AB), Afghanistan, with the landing gear retracted. The mishap aircraft (MA) was operated from Al Udeid AB, Qatar, in support of Operation ENDURING FREEDOM, Operation IRAQI FREEDOM, and Joint Task Force HORN of AFRICA operations. The MA is assigned to the 437th Airlift Wing, Charleston Air Force Base (AFB), South Carolina (SC). The mishap crew (MC) consisted of the mishap aircraft commander (MP), mishap copilots (MCP1 and MCP2), and mishap loadmasters (ML1 and ML2). MCP1 controlled the MA during descent and most of the approach. MP took control of the MA during the final stages of the approach and landing. MCP2 observed from the left additional crewmember seat on the flight deck. ML1 was at the forward loadmaster station in the cargo compartment, and ML2 sat in a sidewall seat. All were members of the 16th Airlift Squadron, Charleston AFB, SC, deployed to the 816th Expeditionary Airlift Squadron, Al Udeid AB, Qatar. The MA suffered an estimated \$18.9M in damage to include the main landing gear assemblies and pods, fuselage underbelly, and left troop door air deflector.

During the second of three scheduled sorties of a combat airlift mission, MP and MCP1 used slats and flaps to add drag to the aircraft for descent and slowdown for a visual straight in approach to Bagram AB while avoiding terrain, scanning for threats, and clearing air traffic with the aid of night vision goggles (NVGs). They performed required checklists with the exception of the "Before Landing Checklist." MCP1 flew the MA from cruise until 28 seconds prior to landing (short final) under direct supervision of MP, a certified instructor pilot. MP took control of the MA on short final to improve landing position. MP landed on runway centerline approximately 2,800 feet past the beginning of the runway with the landing gear retracted and slid 4,528 feet before coming to rest on the runway to the right of centerline. Crash, fire, and rescue response was immediate, and there were no fatalities, injuries, or damage to other property.

The accident investigation board president found clear and convincing evidence that MP's and MCP1's failure to lower the landing gear and confirm proper aircraft landing configuration in accordance with the "Before Landing Checklist" caused the mishap.

The accident investigation board president also found sufficient evidence that aircrew distractions, task saturation, reduced cockpit visual cues, failure to cross-monitor each other's performance, Tower's failure to transmit a required reminder, and the MC's inadvertent disabling of the Ground Proximity Warning System alerts were substantially contributing factors.

Under 10 U.S.C. 2254(d), any opinion of the accident investigators as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report may not be considered as evidence in any civil or criminal proceeding arising from the accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.